

MONTANA AERONAUTICS COMMISSION

Volume 22 — No. 1

January, 1971

INSTRUCTOR COURSE

An Instrument Flight Instructor Refresher Course for 1971 will be held in Great Falls, April 5 through April 9 with Registration on April 4.

All Montana Flight Instructors are urged to have their pilot registration into the Aeronautics Commission as soon as possible in order to receive the course information that will be mailed to all flight instructors in the near future.

The number of applicants will be limited, therefore, preference will be given to: Number One—Instrument Flight Instructors engaged in Commercial aviation in Montana and Number Two—Flight Instructors engaged in Commercial aviation in Montana and working toward their Instrument Flight Instructor Certificate.

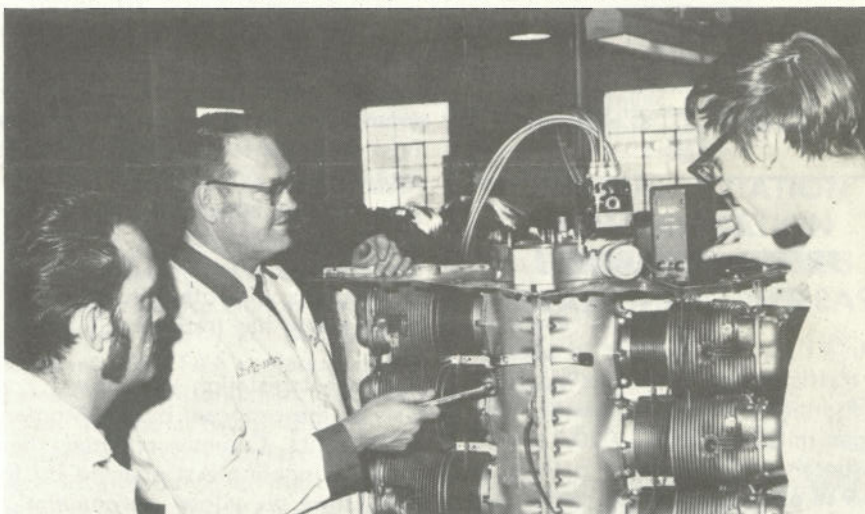
AERONAUTICAL CHARTS

The Montana Aeronautical Charts are expected to be completed the 15th of March, 1971. Distribution will be accomplished by April 1st.

One copy of the chart will be furnished to all Montana Registered Pilots. Other interested persons may purchase the chart for \$1.00.

Packages (of 10 charts or more) are available to General Aviation Operators at a 25% discount for resale.

WILLIAM R. CHAMBERS, 1970 AVIATION MECHANIC



Instructor Bill Chambers shown accenting a maintenance procedure to two of his students.

William R. Chambers, Power-plant Instructor at the Vocational Technical Center in Helena, has been named 1970 Aviation Safety Mechanic of the Year for Montana by the Federal Aviation Administration. Bill Chambers was nominated for the honor by William A. Korizek, Director of Vocational Technical Education. Mr. Korizek stated that "Mr. Chambers has developed an outstanding course in aircraft-powerplant service, maintenance and overhaul. His curriculum instills fine workmanship and careful adherence to details and ethics

in his trainees. His students show high achievement. I am sure the greatest safety device in the entire aircraft industry is the quality mechanic with a clear concept of his trade, and the ability and willingness to perform well in it. Mr. Chambers provides and dedicates himself to this kind of training for the young men he offers the aircraft industry."

Bill Chambers is a qualified instructor under Montana law and is presently doing work toward a Masters Degree. In addition to holding

(continued Page 6)

**Official Monthly Publication
City/County Airport
of the**

**MONTANA AERONAUTICS
COMMISSION**

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at

Helena, Montana 59601

Subscription \$.50 per year.

Edited by: C. Joyce McCutcheon



FRONTIER REPORTS PASSENGER INCREASES

An 11 percent increase in passenger traffic during 1970 was recorded by Frontier Airlines. Revenue passenger miles totaling 1,020,347,000 produced an 11 percent gain over the 918,656,000 revenue passenger miles flown in 1969 (a revenue passenger mile is one paying passenger flown one mile).

This was the first time that Frontier Airlines had recorded in excess of one billion revenue passenger miles in a single year of operation since the inception of the airline twenty-four years ago.

Generating Frontier's travel increase during 1970 were 2,472,609 passengers, for a 5 percent increase over the previous year. These passengers flew an average trip of 413 miles compared with 391 miles per average trip in 1969, resulting in a 6 percent gain.

Director's Column



Last month in this column I mentioned the reorganization of the Executive Branch of government. Hearings started this week and the Intergovernmental Relations Department portion of the hearings is scheduled for February 3. The Executive Reorganization Committee consisting of members of the Legislature of both parties has proposed that the Montana Aeronautics Commission be made a part of Intergovernmental Relations Department. Whatever the final outcome of reorganization, the Commission and staff will be watching our operations and making recommendations and reports regarding how well it is functioning as a representative of aviation and proposing any changes which may appear necessary to carry out its function of representing aviation in Montana and its relations with other governmental areas that it has traditionally worked with.

Other legislation of interest consists of the proposal by the Montana Aeronautics Commission that there be a Channeling Act enacted by the Legislature to allow Aeronautics to represent aviation in the event that President Nixon's proposal that these functions be turned over to the states, is enacted. Should the present administration procedures for disbursements of funds remain unchanged then the enactment of the Channeling statute would have no effect.

Proposals relating to authorization of certificates for third level carriers and to clarify the statute regarding them has been introduced to the Legislature by the Commission as well as updating the 1945 statutes providing for per diem for the Commissioners.

One of the most interesting pieces of legislation is a proposal concerning the highway tax on aviation fuel. The Montana law requires that there be a highway tax on all gas imported or refined within the State of Montana whether used on the highway or not. Aviation gas being one of the gases excluded require that the refiner or importer apply for a refund on that portion of the tax which was applied for highway purposes. The proposed legislation, if enacted, would in no way affect the present 1c per gallon tax on aviation fuel for aviation purposes. This bill, of course, will be watched with considerable interest.

The pesticide bill is being closely watched by various groups and in particular, the agricultural pilot and the farmer who does his own spraying.

General Aviation, of course, is affected by all legislation pertaining to aviation but so far as can be determined there does not appear to be any specific proposals relating to General Aviation. Right now most of us are watching the development of the federal law and to see where the money now being collected under the ADAP bill will be spent. Jim Monger, Vern Moody and Dave Kneedler have just returned from a trip to Kansas City where the FAA held a Regional meeting. General Aviation was one of the primary subjects. We are presently evaluating the information to be assured that General Aviation receives its full share of attention and resources. We are hoping to have a comprehensive report on the Kansas City meeting in the next issue of the newsletter.

I would like to encourage you to stop by the Commission offices if you visit Helena during the Legislative Session. We appreciate your visits, your viewpoints and your discussions on pertinent aviation matters and affairs in general.

The tractor that tows the Boeing 747 weighs 108,000 pounds, or 1,000 pounds more than the gross weight of a DC-6.

VETERAN FSS CHIEF RETIRES

After thirty-seven years of Federal Service, Emil W. Olson, Chief of the Missoula Flight Service Station, has retired. Emil Olson was born in Philipsburg, Montana, and graduated from the Stevensville High School in 1932 at the age of sixteen. After working on his father's ranch for two years, he enlisted in the United States Navy and served two years on the destroyer USS Evans and two years on the USS Saratoga. He entered duty with the CAA at Dillon, Montana, in November of 1938, when the station was commissioned. In 1940 he transferred to Whitehall and later the same year, transferred to Bozeman as Chief. In 1942 he received a promotion as Chief of the Missoula Flight Service Station. During the war a training center was established in Seattle, Washington, to train aircraft communicators for Alaska and Emil was selected to instruct the new trainees. In 1946 the training center was moved to Oklahoma City and the Olsons moved with the other instructors.

In 1947 Olson returned as Chief of the Missoula Flight Service Station where he has remained until his recent retirement. During his twenty-four years in Missoula, Emil had various detailed assignments to Washington, D.C., the FAA Aeronautical Center in Oklahoma City, and the Los Angeles and Kansas City Regional Offices.

Emil and wife, Fern, have two married children, a daughter, Darlene, and a son, William E. Olson.

A retirement dinner to honor Emil Olson was held at the Elks Temple in Missoula on January 15. Loren Foot, Chief of the Great Falls RAPCON, was Master of Ceremonies. Jack Hughes, Chairman of the Aeronautics Commission, presented a resolution to Emil for his many contributions and dedicated services to the flying public. A plaque from the Johnson-Bell Airport Board was presented by Board Member Hank Viche for Emil's assistance and wise counseling during the many years at Missoula.



Emil and wife Fern listen as David Sellegren, Tower Chief and local Coordinator, reads the congratulatory letters and telegrams prior to presenting Emil with his Retirement Plaque. (The centerpiece in the foreground was sent by Olson's son and daughter-in-law from Honolulu and is composed of Ti Leaves, Antherium and Red Ginger.)

Federal Aviation Administration awards from the Minneapolis Area Director, R. O. Ziegler, were presented by Marshall Moy of the Missoula Flight Service Station. Mr. Ziegler referred to Emil as "Mr. FAA of Montana". The FAA's plaque of retirement was presented by Dave Sellegren, Missoula Tower Chief.

Numerous out of town friends were in attendance at the dinner in addition to the Olson's many friends within the FAA from Missoula, Cut Bank, Helena and Great Falls.

The Aeronautics Commission members and staff join the many friends of Emil and Fern Olson in wishing them many years of happiness and good health in his retirement.

The first and only all titanium aircraft in operation are the Air Force's Lockheed-built YF-12A and SR-71. Both planes have set supersonic speed records of 2,000 mph.

In the U. S. today, for every aircraft flown by certified air carriers there are 50 general aviation planes.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Feb.	Mar.	Apr.
Culbertson	3		7
Glasgow		10	
Glendive		25	
Great Falls	4	4	8
Lewistown	17		21
Miles City	18		22
Missoula	18	18	22
Sidney		24	

NOTE: Provisions have been made to give private, commercial and flight examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month ON AN APPOINTMENT BASIS ONLY!



TOWER

OPERATIONS

DECEMBER, 1970

	Total Operations	Instrument Operations
Billings	6,376	1,649
Great Falls	5,846	1,355
Missoula	4,040	493
Helena	2,414	416



CALENDAR

February 6-16, Mexico Tour—Mexico section of the "Split Special". February 15-March 2, Central America section of the "Split Special". Detailed brochure may be obtained by writing to: Aviation Tour Travel Service, P. O. Box 84, Hutchinson, Minnesota 55350.

February 11, Helena—Montana Aeronautics Commission monthly meeting.

February 11, Helena—Hearing on application for certificate of public convenience and necessity of Cascade Airways of Spokane, Washington. The hearing will be held at the Montana Aeronautics Commission facilities.

February 15-19, Bozeman—Civil Defense Aerial Radiological Monitoring Course to be held at the Holiday Inn.

March 8-19, Mexico—"Independence Tour".

March 29-April 9, Mexico—"Symphony Tour".

April 5 through 9, Great Falls—Flight Instructors Instrument Refresher Course sponsored by the Aeronautics Commission.

April 26-29, Washington, D.C.—Third Annual Government/Industry National Aviation System Planning Review Conference. Headquarters—Twin Bridges Marriott Hotel. Registration is open to the general public. Prior registration is encouraged and may be made by sending name, address, company or association, and area of interest to the FAA: HQ-200, 800 Independence Avenue S.W., Washington, D.C. 20590. A \$5 registration fee for each participant should be included and the checks made payable to the FAA. Registrants will receive all conference documents, papers, and agenda including the 1971 edition of the National Aviation System Policy Summary and Ten Year Plan. All room reservations should be made direct by the participants as soon

as possible.

May 3-6, Columbus, Ohio to Managua, Nicaragua—The 1971 ANGEL DERBY, offering \$5,000 in cash prizes to licensed women pilots, will cross the borders of 5 countries and 7 states in a 2,700 mile course. Information kits with Applications for ENTRY & RULES available (enclose \$1.00) and entries opened January 15th, 1971. Write: Mary Barrer, General Chairman—Angel Derby, 12920 Oleander Road, North Miami, Florida 33161.

AIRPORT NOTES



By Worthie M. Rauschier
Assistant Director, Airports

ADAP—Federal funds provided by the Airport/Airways Development Act of 1970 should become available in the near future. Under this act General Aviation Airports do not compete with the air carrier airports for federal funds as they did under the old program. Rather, each class of airport is funded separately. It is interesting to note that most of the applications for federal funds now on file are from the air carrier airports. Many general aviation airport projects which were applied for under the old program and which were rejected due to the lack of federal funds have not been re-applied for under the new (ADAP) program. If a project was needed in say, 1968 and not accomplished due to lack of funds, it seems logical that in most cases the need still exists. If the Montana Aeronautics Commission can assist your community in establishing a needed airport project, please let us know. The ADAP Bill provides that should the funds apportioned to a state not be expended within a two year period the funds become "discretionary" hence available for use by all the other states.

LEWISTOWN AIRPORT NEWS

The restaurant at the Lewistown Airport has been reopened by Dale and Kate Bussey. The Bussey's also operate the restaurant at the Lewistown Elks Club.

Hours of operation: 7:00 a.m. to 7:00 p.m.—seven days a week.

When next you visit Lewistown, be sure to visit the Airport restaurant and enjoy the pleasant surroundings, good company and excellent food.

—O—

Big Sky Charter. Floyd Jenkins recently leased the flight operations of the Big Sky Aircraft and will operate a flight school, charter and aircraft rental, doing business as Big Sky Air Charter. Frank J. Felke will continue to operate Big Sky Aircraft, offering 80/87, 100/130, JP4 fuel, oil and full maintenance service.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
57/31
68/19
1/0

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 Total	68	19
1971 To-Date	1	0

A Gallup Poll conducted recently for the Air Transport Association reveals that more people are flying these days. Almost half of all adults (47%) have taken an airline flight, while a similar study made eight years ago showed only one out of three had flown. Young Americans fly more than the older generation. People living in the West fly the most (67%), while those in the South fly the least (37%).

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Miner, Norton R.—Billings
Benjamin, Clarence E.—Fort Benton

PRIVATE

Christianson, Darryl G.—Billings
Carpenter, Leon L.—Denton
Woodward, Donald J.—Lewistown
Martin, Douglas F.—Tampico
Romine, Larry J.—Hardin
Fellows, James H.—Big Timber
Gerer, Eugene M.—Denton
Jackson, John D.—Roundup
Manaras, Thomas W.—Havre
Smerker, Ray T.—Dillon
Costello, Ronald E.—Missoula
Smith, Dennis I.—Bozeman
Johnson, Rodney—Great Falls
Ostenburg, Herbert O.—Butte

COMMERCIAL

Beaudry, Ben L.—Hardin
French, Larry D.—Miles City
Valentine, Jerry G.—Helena

ATR

Lindstrom, Arthur H., Jr.—Missoula
Komberec, Charles R.—Missoula
Alderson, Ivan E.—Missoula

MULTI-ENGINE

Buchanan, Judith K.—Billings
Oleson, Harvey J.—Kalispell
Cooper, Albert J.—Great Falls

INSTRUMENT

Rimby, Willard L.—Lewistown
Sterling, John A.—Missoula
Bloom, Delbert E.—Gardiner
Carson, Lee R.—Billings
Hutchinson, Edmond C., Jr.—
Kensington, Maryland
Volin, Leonard M.—Columbia Falls

FLIGHT INSTRUCTOR

Miller, William A.—Miles City
Corbin, Harry L.—Miles City

FLIGHT INSTRUCTOR INSTRUMENT

Rimby, Willard L.—Lewistown

Fulkerson, David G.—Plentywood

ADVANCED GROUND INSTRUCTOR

Little, Stephen R.—Missoula

INSTRUMENT GROUND INSTRUCTOR

Hipley, Frederick, R.—Great Falls

ROTORCRAFT/HELICOPTER

Bergman, Alvan D. (Commercial)—
Billings
Simpson, Robert C. (Flight Instructor)—
Lewistown
Stekly, Joseph J. (Commercial)—
Great Falls
Gipe, Ronald R. (Commercial)—
Polson

POWER PLANT MECHANIC

Schenk, David J.—Whitehall
Olfert, Ronald W.—Frazer
Gonsioroski, Jerry D.—Helena
Nimmick, Robert A.—Cardwell
Jacobson, Roger A.—Shelby
Huckert, John H.—Helena

AIRFRAME MECHANIC

Greytak, Donald A.—Simpson
Cavender, Keith S.—Lavina
Van Beek, Ted J.—Cut Bank

FAA INSPECTORS CORNER



By George S. Batchelder, Jr.
Accident Prevention Specialist
GADO No. 1, Billings

A look at some recent accidents in eastern Montana has produced a common denominator—exceeding limitations of the pilot, the airplane, and conditions of flight. Fortunately, good seat belts and shoulder harness prevented injury but the aircraft were demolished. Experiments of this nature become terribly expensive and attempting operation without knowledge and skill is really the hard way to gain experience.

Certainly no one is going to do much flying in Montana without the skill of dealing with the wind. Any experienced Montana pilot will tell you there are limitations in any airplane for cross-wind landings and take-offs. If we further reduce these limitations to the pilot skill appro-

priate to the individual and the airport or strip being used, a very real set of standards comes into being.

Do not be misled into thinking that all pilot standards are the same. Pilot skill itself is made up of so many variables it is impossible to measure completely. Weather and wind are constantly changing factors calling for never ending corrections if we are to operate successfully in our distinctive environment. The most skillful of pilots has been forced into a go-around when a gusty crosswind has produced drift or turbulence beyond the limitations of plane and pilot.

In this chain of action and reaction, the pilot's judgment must set limits. A pilot cannot hope to survive if he continually makes approaches using all of a certain control movement. Extremes of any kind, including use of controls, airspeeds, power settings and terrain will eventually produce a combination of problems to overwhelm the pilot.

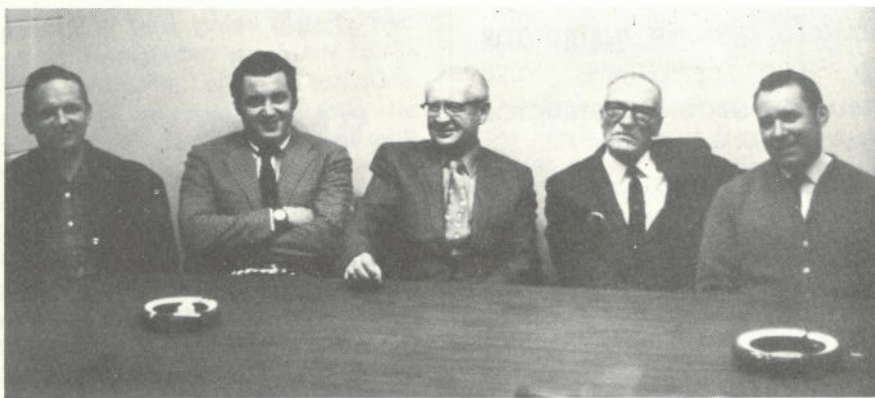
Decide your own limitations by using your own judgment and then **never** exceed them without acquiring additional skills.

REGULATION AMENDMENT ALTERS ALTITUDE REQUIREMENT

Amendment No. 20 to Part 1 (Definitions and Abbreviations) of the FAA regulations will become effective February 4, 1971. The amendment is as follows: "Airport traffic area" means, unless otherwise specifically designated in Part 93, that airspace within a horizontal radius of 5 statute miles from the geographical center of any airport at which a control tower is operating, extending from the surface up to, but not including, an altitude of **3,000** feet above the elevation of the airport.

(The amendment alters: "from the surface up to, but not including, 2,000 feet above the surface"—to read 3,000 feet above the elevation of the airport.)

NASA's present group of 49 astronauts is composed of 13 Air Force officers, 15 Navy officers, 3 Marine Corps officers, and 18 civilians.



Operators participating on the selection committee were: Lt. to Rt—Mike Strand, Kalispell; Terry Combs, Billings; Jens Spring, Great Falls; Bob Boles, Hardin and James Pickens, Billings.

an A & P Certificate and DME Examiner; Bill holds a commercial pilots license with instrument rating, rotorcraft; flight instructor airplane, flight instructor rotorcraft and multi-engine land.

The Aviation Mechanics Safety Award Program was inaugurated in 1963 to recognize the importance of outstanding contributions to air safety through maintenance practices.

Each year's winner is selected by a Committee composed of representatives of the aviation community, including operators and the Federal Aviation Administration. This year's selection committee included Mike Strand, Strand Aviation, Kalispell; Terry Combs, Combs Aviation, Inc., Billings; Jens Spring, Northern Aviation, Great Falls; Robert Boles, Boles Aviation, Hardin; and Jim Pickens, Denver Beechcraft, Billings. The selection committee recently met in Billings with representatives from both GADO's.

Chambers will now have the opportunity to compete with 15 other mechanics for Regional awards. Regional and National winners will be announced at a later date.

We extend "Congratulations" to Bill Chambers for having received FAA's 1970 Aviation Mechanic Safety Award for having made the most outstanding contribution to Montana's aviation safety by maintenance practices.

ALWAYS FILE A FLIGHT PLAN

JOANN OSTERUD RECEIVES WHIRLY-GIRLS SCHOLARSHIP

The Whirly-Girls International Organization has announced that Miss Joann Osterud of Seattle, Washington is the recipient of their \$500 scholarship.

The fourth annual Doris Mullen Scholarship will be presented to Miss Osterud at the annual Whirly Girls dinner on January 31 in Anaheim, California during the Helicopter Association of America's 23rd annual meeting.

Miss Osterud, 25, is Chief Flight Instructor for Bell Air Service in Seattle. She has logged some 700 hours since learning to fly in 1968 and holds commercial, instrument, multi-engine, instructor and advanced ground instructor ratings, along with a letter of competence in aerobatics.

AOPA HANDBOOK FOR PILOTS

The AOPA has available the 1971 revised edition of the "Handbook for Pilots". The new handbook includes information on weather, aeronautical conversion tables, enroute and terminal flight procedures, local weather bureau telephone numbers and state gas tax tables. Price \$4.75 for members and \$5.95 for non-members. Contact Aircraft Owners and Pilots Association, P. O. Box 5800, Washington, D. C. 20014.

MAC TO SPONSOR SLP PROGRAM

The Accident Prevention Program initiated by the Federal Aviation Administration in the Central and Southwest regions in July 1968 is being implemented nationally.

The Montana Senior Local Pilot counseling program, which served as a pilot program in the Accident Prevention effort, has proven its worth and will be continued except for minor changes. Consistent with the national policy, all persons involved in the Accident Prevention Program pilot counseling effort will henceforth be called Accident Prevention Counselors in all literature and program references by the FAA. However, since the Senior Local Pilot Program has proved so distinctive in Montana, the Montana Aeronautics Commission has decided to maintain the current list of Senior Local Pilots and will determine all future appointments or designations as a Senior Local Pilot.

These Senior Local Pilots are all highly experienced pilots who have contributed greatly to the safety of the aviation complex in Montana. An example that may be cited is a New York pilot who planned a departure from Bozeman in a heavily loaded single engine aircraft with six persons on board, to fly direct at 12,500' to intersect V536 proceeding northwest.

He was encouraged by a counseling effort to reroute his flight over the valley areas and thereby avoid the Bob Marshall Wilderness area. We believe such field contacts by the Senior Local Pilots have served to reduce the accident potential in Montana.

Plans to further develop the program and utilize the experience of this elite group of pilots are being considered. In addition to utilizing the Senior Local Pilots as Accident Prevention Counselors, the Montana District Offices of the FAA will be appointing other interested and qualified persons as Accident Prevention Counselors to assist in the continued Accident Prevention Program.

AVIATION EDUCATION HIGHLIGHTS



By Duane Jackson

It might be timely to start off the new year with a report on several of the activities and special events in the aviation education area. The current school year is half completed. The total picture of high school and vocational-technical aviation instruction remains much as it was during the 1969-70 school year.

Wolf Point has added a course in aerospace education this year. Courses introduced in 1969 at Baker and Victor were not continued this year. A course inaugurated in the second semester of the 1969-70 school year at Eureka has not been definitely scheduled for the coming semester. Other new courses at Billings Central and Billings West High Schools have been quite popular and have been offered this year to larger numbers of students. New instructors take up the duties for courses at Cut Bank, Red Lodge and Whitehall.

During the summer of 1970, aerospace courses for teachers were cut back considerably. No course was scheduled at Eastern Montana College. Scheduled courses at Carroll College and Flathead Valley Community College were not conducted for a variety of reasons. A Level I Aerospace Education Course was conducted at Northern Montana College, and a Level II Aerospace Education Course was conducted at Western Montana College. In September a new type of in-service course was conducted through the extension services of Eastern Montana College and the course created a great deal of enthusiasm. With the cooperation of science consultants from the National Aeronautics and Space Administration, we hope to provide a simi-

lar course during the 1971 fall quarter in the western part of the State.

The outlook for aerospace courses in the summer of 1971 presently looks better than last year. The possibility of courses being held in five different locations is being investigated. If the enrollment justifies such courses, we plan to conduct general survey courses at Eastern Montana College, Northern Montana College, Western Montana College, Carroll College, and Flathead Valley Community College. If you know interested teachers, mention these summer prospects to them. Specifics of the coming summer plans and of present high school courses will be provided in following newsletters.

FAA PROPOSED RULE MAKING

CRASH LOCATOR REGULATION

In the near future the Federal Aviation Administration will issue a notice of proposed rule making that will require emergency crash locator beacons on most new general aviation aircraft by the end of 1971 and on existing aircraft by the end of 1973. The new law was passed in the form of an amendment to the Occupational Safety and Health Act of 1970. Excluded from the law are Part 121 aircraft, helicopters, agricultural aircraft and training aircraft that remain within 25 miles of home base.

IFR TAKE OFF MINIMUMS FOR PRIVATE OPERATORS

The FAA has proposed extension of IFR take off minimums to include private aircraft operators. Current regulations require only air carriers, commercial operators of large aircraft, air taxi operators and commercial operators of small aircraft, adhere to IFR take off minimums. The FAA stated that it is considering changing minimum visibility requirements for IFR take offs—now one mile for aircraft with two engines or less and one-half mile for those with more than two engines at airports without standard instrument procedures.

The agency stated that if war-

ranted by comments received, the FAA may make appropriate changes relaxing the specific visibility minimums and engine requirements. Comments on the proposal must be submitted by March 10, 1971 to FAA, Office of General Counsel, Attention: Rules Docket, JC-24 (Docket No. 10759), 800 Independence Avenue S.W., Washington, D.C. 20590.

(CO) CONTAMINATION IN AIRCRAFT

The early SYMPTOMS of CO are feelings of sluggishness, being too warm and tightness across the forehead. The early symptoms may be followed by more intense feelings such as headache, throbbing or pressure in the temples and ringing in the ears. These in turn may be followed by severe headache, general weakness, dizziness and gradual dimming of vision. Large accumulations of CO in the body results in loss of muscular power, vomiting, convulsions and coma. Finally, there is a gradual weakening of the pulse, a slowing of the respiratory rate and . .

WHAT TO DO: If you smell exhaust odors or begin to feel any of the mentioned symptoms, you should immediately assume carbon monoxide is present and should take the following precautions:

- a. Immediately shut off cabin air heater and close any other openings that may convey the engine compartment air to cabin.
- b. Open a fresh air source immediately.
- c. Avoid smoking.
- d. Inhale 100 percent oxygen if available.
- e. Land at the first opportunity and insure that any effects from CO are gone before further flight.
- f. Determine that CO is not being allowed to enter the cabin because of a defective exhaust, unsealed opening between engine compartment and cabin, or any other factor.

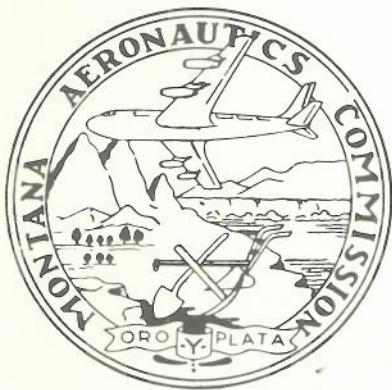
At the point of takeoff from the runway, a Boeing 747 will be traveling about 180 mph.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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January, 1971

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